17.17.080: AIRPORT ZONES:

In order to carry out the provisions of this title, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to the Logan-Cache airport. Such zones are shown on the Logan-Cache airport "part 77" airspace drawing consisting of two (2) sheets, prepared by Armstrong Consultants, and dated March, 1997, which are attached to the ordinance codified in this title, and made a part hereof. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

A. Airport Influence Area (AIA): An area within the unincorporated portions of the county, proximate to an airport, which is recognized by the county council as containing lands which might be affected by noise and/or safety hazards associated with aircraft operations associated with Logan-Cache airport. The AIA extends from the airport to the outer edge of the conical surface.

B. Traffic Pattern Zone (TPZ): This zone extends from the airport to the outer edge of the horizontal surface.

C. 65 Ldn Noise Area (NA): The area within the sixty five (65) decibel yearly day-night average sound level.

D. Inner Approach Zone (IAZ): The inner edge of this zone coincides with the width of the primary surface of runway 17/35 and is one thousand feet (1,000') wide. It extends at a uniform width of one thousand feet (1,000') to a horizontal distance of five thousand feet (5,000') from the primary surface. The centerline of the inner approach zone is a continuation of the centerline of runway 17/35.

E. Approach Zone (AZ): The area within the FAR "part 77" approach surface for each runway.

1. Runway Precision Instrument Approach Zone: The inner edge of this approach zone coincides with the width of the primary surface and is one thousand feet (1,000') wide. The approach surface expands outward uniformly to a width of sixteen thousand feet (16,000') at a horizontal distance of fifty thousand feet (50,000') from the primary surface. The centerline of the approach zone is the continuation of the centerline of the runway. This is the planned condition at the approach end to runway 17.

2. Runway Nonprecision Instrument Approach Zone (Larger Than Utility Aircraft): The inner edge of this approach zone coincides with the width of the primary surface and is one thousand feet (1,000') wide. The approach zone expands outward uniformly to a width of three thousand five hundred feet (3,500') at a horizontal distance ten thousand feet (10,000') from the primary surface. Its centerline is the continuation of the centerline of the runway. This is the condition at the approach end to runway 35.

3. Visual Runway Approach Zone (Larger Than Utility Aircraft): The inner edge of this approach zone coincides with the width of the primary surface and is five hundred feet (500') wide. The approach surface expands uniformly to a width of one thousand five hundred feet (1,500') at a horizontal distance of five thousand feet (5,000') from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway. This is the condition at the approach end to runway 10 and 28.

F. Transitional Zones: The transitional zones are the areas beneath the transitional surfaces.

G. Horizontal Zones: The horizontal zone is established by swinging arcs of ten thousand feet (10,000') radii from the center of each end of the primary surface of runway 17135 and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

H. Conical Zone: The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of four thousand feet (4,000'). (Ord. 2004-10, 8-10-2004)